

GIGANTIC SEA SMASHES BOATS

Agigantic wave, in a succession of heavy seas, met with for three days by the Pacific Mail liner Siberia, in sailing from Yokohama for Honolulu, smashed five lifeboats, carried on the starboard side of the vessel, with the result that the small life saving craft will doubtless be condemned upon arrival of the Pacific liner at San Francisco.

The spectacle afforded by the battered and wrecked ship's boats, swinging from the davits, as the Siberia steamed into the harbor occasioned much surprise as well as interest among local shipping men.

The Siberia fell into the track pursued by a real old fashioned typhoon, one of the variety that are manufactured in the vicinity of the Loochoos, or the southern tip of Formosa.

Seas, of the magnitude of young mountains, fell upon the Siberia almost immediately following her passing the lights that guard the entrance to Tokyo Bay.

For days, head winds interpersed now and then with a typhoon, kept most of the little company of passengers within doors.

The Siberia sailed for San Francisco this morning taking a score of cabin passengers, booked at this port.

The vessel remained here over night, and during the stay, 1000 tons Oriental cargo from China and Japan ports was discharged at Alakea wharf. Several hundred tons coal were supplied the vessel before leaving for the Coast.

The Siberia called at Manila, and then called at Hongkong, Shanghai and the regular Japanese ports.

Five cabin, one second class and 166 steerage passengers were left here.

The through list for the mainland includes 30 cabin, 12 second class and 90 Asiatics in the steerage.

Eighty-six tons silk, the value of nearly a million dollars, are being transported to the Coast in this vessel. Seven thousand tons freight were placed aboard at the several Oriental ports.

Among the through passengers were Luis Pastor, Spanish minister to China and Siam, residing at Peking, going home for a vacation. Capt. J. C. Schneider of the Swedish Navy, attached to the Siamese Navy for purpose of reorganization, is returning to Stockholm with his wife. B. F. MacKall, wife and daughter made round trip for business and pleasure. J. C. Muermann, who was looking over the educational problems in the Orient for the U. S. Government.

Hoodoo still pursues Junk Ningpo. The war junk Ningpo, which months ago was expected to call at Honolulu while en route from Japan to southern California, continues to be followed by a hoodoo of more than ordinary persistence. While the Pacific Mail liner Sierra remained at Yokohama, Captain Voss, who was then at Shimazu superintending repairs to the Ningpo, stated that another misadventure has been added to the list of the ill-fated Chinese war junk. She was to have gone into drydock but a young typhoon came along and blew the dock to pieces.

It is generally conceded that the risk of men sailing in the old death-train in heavy seas, which are likely to be experienced in the Pacific, is far too great. The junk is made of a soft camphor wood and equipped with heavy ironwood masts so one can imagine how she opens up when a strong wind strikes her beam on, to say nothing of her being far too top-heavy.

Tara Will Make Merry. There is a good time in store for the sailor man now within the confines of the harbor.

A series of entertainments planned especially for the sea faring man will be given at the Seamen's Institute during the week. Tomorrow evening, a tea and a Christmas celebration will be a pleasing feature.

A social session, at which a program of entertaining stunts will serve to make Saturday evening an enjoyable one for the visitor. Games and tournaments will be held at this time. A dinner will be given on New Year's evening to which all visiting seafaring men then at the port are cordially invited.

New Wireless Men in Wilhelmina

Two new wireless operators are to be found on duty in the Matson Navigation liner Wilhelmina. With the arrival of the vessel at Honolulu this morning, R. V. Harris and Sydney Pilgram, made the acquaintance of the port officials for the first time. It is the initial visit of the young men to the islands. Both Harris and Pilgram are veterans in the wireless game. They have been working along the Coast until securing the present positions.

No Freight for Island Ports Tomorrow

All freight intended for shipment to Maui and Hawaii ports in the Inter-Island steamer Mauna Kea must be left at the wharf not later than the time for closing business today. While the Inter-Island flagship is to sail on her regular run at 10 o'clock tomorrow morning, no cargo will be received at the wharf on Christmas Day.

'DYNAMITE' AND MELODY

Dynamite kicking about the decks of the Matson Navigation liner Wilhelmina might naturally come into conflict with the laws that Uncle Sam formulates for the protection of the traveling public, but its presence on the voyage of the popular liner completed this morning did not seem to worry Captain Peter Johnson or any of his genial associates on the Matson official staff, to any perceptible extent.

Dynamite practically monopolized the after part of the San Francisco-Honolulu liner.

The eruptive influence was not confined to wooden or metal cases, but in this particular instance was centered in the twin propellers of a typical mountain jackass.

The jack and a meek and lowly canine shared the honors for titbits and a display of attention from the engineers' force as well as a score of steerage passengers.

The four-footed passenger was also found to possess a voice of no mean magnitude and register.

"Dynamite," for that is the nom-de-plume under which the long-eared canary traveled from the mainland to Hawaii, first burst into select social circles on the Wilhelmina on the occasion of a concert given in the well-appointed saloon.

A merry band of returning collegians was down on the program for a series of melodies and songs at the time.

At the height of the musicale a hairy and elongated head was thrust through the open port. A noise resembling a cross between the dropping of a ton of coal on a galvanized iron roof and the frenzied honk-honk of a Honolulu joy rider then filled the cabin.

Sam Parker, timetried traveler that he is, returning from the coast where he had just donated \$25,000 toward the building of a new yacht to represent Hawaii, was called out, believing that another subscription hat was being passed around.

Captain Johnson appeared annoyed for an instant, then sent word down to Chief Engineer Forbes that he failed to see the necessity of sounding the ship's siren if it was intended as a belated celebration of a Democratic victory.

George Paston, chief steward, rushed his staff of willing young men to the scene of disturbance. It required the combined efforts of dozens of strong and able-bodied men to pry the squared-frontal features of "Dynamite" from a round port-hole. It looked for a time as if the beast would be required to wear a brass bound port about its neck during the entirety of a Honolulu engagement at one of the local theaters.

The Wilhelmina is declared to have met with fair weather on the trip from the coast. Three thousand tons of cargo intended for this port will serve to detain the liner at the port until Friday evening. Hilo freight amounts to less than a thousand tons.

It is safe to say that 75 per cent of the travelers to arrive at Hackfeld wharf this morning in the steamer were tourists. In the local cargo are seventeen automobiles. One large chemical motor-driven fire engine was included in the shipment. The piece of new fire-fighting apparatus is intended for the local department.

For Honolulu there were 127 cabin and 21 steerage passengers. A late mail amounting to 160 sacks was also received.

Charlie Spencer Breaks Silence. Charlie Spencer, well known wharf superintendent for the Matson Navigation interests at the port of Honolulu, has broken a silence that had become really oppressive. Some weeks ago, Charlie was granted a brief respite from his continuous duties at the Hackfeld wharf, and with a steamship ticket and thirty-seven cents in his inside pocket, stepped aboard a liner and journeyed to the Coast.

Everybody waited to hear from Spencer, but in vain. It was suggested that because he failed to take a typewriting machine along, there would be nothing doing in the letter writing line.

The Matson superintendent went away ostensibly on a vacation. Those who go down to the sea in ships, do say that it is a pretty difficult matter for Spencer to keep away from salt water, and he has been frequently seen about the San Francisco wharves with coast off, and going through the motions of bossing the job, until reminded of the fact that Honolulu is where he has a speaking part.

However, Spencer clambered up the side of the Wilhelmina as that liner was about to depart from Frisco to whisper into the ear of Purser Phil Levey, that he would return to the islands in the next sailing of the Lurline. In the meantime Spencer is having the time of his young life.

Ethel Zane Prepared For Sea.

The American schooner Ethel Zane is being prepared for sea. The vessel is destined for Puget Sound. The Ethel Zane has been discharged of a shipment of lumber. The schooner is believed will be dispatched within a day or so.

All freight intended for shipment to Maui and Hawaii ports in the Inter-Island steamer Mauna Kea must be left at the Interisland wharf today. No cargo will be received tomorrow.

WEATHER TODAY

Temperature—6 a. m. 72; 8 a. m. 74; 10 a. m. 75; 12 noon 78. Minimum last night, 72.
Wind—6 a. m. velocity 8, N. E.; 8 a. m. velocity 6, E.; 10 a. m. velocity 5, N. E.; 12 noon, velocity 6, N. W. Movement past 24 hours, 330 miles.
Barometer at 8 a. m. 30.00. Relative humidity, 8 a. m. 65. Dew-point at 8 a. m. 62. Absolute humidity, 8 a. m. 5.893. Rainfall, T.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Dec. 24, 1912.
SUVA — Sailed, Dec. 24, S. S. Marana for Honolulu.
Sailed, Dec. 22, S. S. Harlesden for Honolulu.
KAHULUI — Sailed, Dec. 23, S. S. Alaskan, for Salina Cruz.
YOKOHAMA — Arrived, Dec. 22, S. S. Nippon Maru, hence Dec. 13.
HILLO — Arrived, Dec. 22, S. S. Enterprise, from San Francisco.

Bark Allen To The Marine Railway.
The bark S. C. Allen was hauled on the local marine railway today, there to receive a general cleaning, repainting and repairs. The Allen recently arrived here with a shipment of lumber consigned to the local agency of Allen and Robinson.

ARRIVED
Monday, Dec. 23.
Manila, via Hongkong, Shanghai and Japan ports—Siberia, P. M. S. S. p. m.
Tuesday, Dec. 24.
San Francisco—Wilhelmina, M. N. S. S. a. m.
Hilo, via way ports—Mauna Kea, stmr., a. m.

DEPARTED
Monday, Dec. 23.
Sydney, N. S. W., via Pago Pago—Sonoma, O. S. S., 3 p. m.
Lahaina and Kahului—Claudine, stmr., 5 p. m.
Kauai ports—Nouau, stmr., p. m.
Kau and Kona ports—Kilauea, stmr., 1 p. m.
Kauai ports—W. G. Hall, stmr., 5 p. m.
Tuesday, Dec. 24.
San Francisco—Siberia, P. M. S. S. 10 a. m.
Hawaii ports—Wallele, stmr., noon.

PASSENGERS ARRIVED
Per S. S. Wilhelmina, from San Francisco, Dec. 24.—Mr. and Mrs. C. Baldwin, Mr. and Mrs. W. Baker, Dr. and Mrs. W. D. Baldwin and family, Mr. K. B. Barnes, Mr. C. G. Bartlett and daughter, Mr. C. E. Basler, Mr. Max Basker, Mrs. I. H. Beadle and children, Mr. B. F. Beardmore and daughter, Mrs. Emelia Bill, Mr. Robert Blei, Mrs. Jno. Bloeser, Mr. Wm. H. Bloeser, Mr. and Mrs. W. J. Brown, Master Ralph Brown, Miss Alice Brown, Mrs. A. Brown, Mr. G. E. Brun, Mr. R. W. Carey, Miss M. Catton, Mr. R. Catton and wife, Mr. J. C. Coppage, Mr. W. F. Costello, Miss Magdalene H. Dietz, Mr. J. F. Dose, Mr. and Mrs. Louis L. Edmonds, Mr. H. F. Garver, Miss J. J. Garver, Dr. and Mrs. G. C. Geary, Prof. J. W. Gilmore, Mr. Arthur Ground, Mrs. Elizabeth F. Hadley, Mr. C. H. Hamilton, Mr. E. W. Hedemann, Mr. A. A. Jamieson, Mr. and Mrs. M. Janse, Mr. and Mrs. C. C. Kennedy, Mrs. S. N. Kibby, Mrs. Walter Klatt, Miss G. Knight, Mr. V. Langenhan, Mr. David Low, Miss Harriett Lucas, Miss J. Hutchinson, Mr. and Mrs. J. M. Jamie, Miss Mary Lucas, Miss Thes. Mattel, Miss Ann Mattel, Mrs. A. Mattel, Mr. M. McConnell, Mr. Owen McCusker, Miss C. McFarland, Mr. and Mrs. J. T. Miller, Mr. B. W. Monahan, Dr. and Mrs. C. H. Montgomery, Miss Alice Mudge, Mr. and Mrs. D. G. Muggleton, Mr. and Mrs. C. H. O'Brien, Col. Sam Parker, Mr. J. Parker, Mrs. E. E. Patten, Mr. and Mrs. F. Pritchard, Mr. Albert Raliss, Mr. and Mrs. J. J. Reham, Miss C. A. Rehfsch, Mrs. M. Rehfsch, Mr. J. M. Rehfsch, Mr. and Mrs. Harold Rice, Mr. Selwyn Robinson, Mr. I. Scharlin, Mr. E. G. Schary, Miss E. H. Schoen and maid, Mrs. B. Schoen and son, Miss Wilma Scodia, Mr. Geo. Shaw, Mr. and Mrs. Geo. Sherman, Miss Olive M. Sill, Mr. T. W. Sisson, Miss Della M. Sturum, Miss Celia Swigert, Mr. and Mrs. J. T. Thorpe, Mr. and Mrs. Geo. J. Turrell, Mr. H. S. Walker, Mr. Benj. Weston, Miss E. Werthmueller, Mr. and Mrs. Geo. E. Wilbott, Miss V. Woolery, Miss A. Woolery, Mr. and Mrs. A. W. Zimmerman, Miss Ida Zimmerman, Mrs. A. E. Kelley, Mrs. Alva Kelley and C. H. Cotton.

Per stmr. Mauna Kea from Hilo via way ports—Miss A. B. Wales, Miss H. J. Stokes, Mrs. J. B. Nevin, Miss C. Nevin, E. Hutcheson, Miss H. Caldwell, Miss L. Maxwell, M. Terrill and wife, G. Willis, C. Gilbert, E. J. Lord, Prof. Graca, T. S. Hose, Jas. T. Taylor, Mrs. Campbell, J. G. O'Rourke, Mrs. Hiserman, Sam Park, Jr., A. Douce, Dr. A. N. Sinclair, W. Tin Chong, J. S. Hargie, G. J. Hadley, G. Ito, Mrs. Takai, Mrs. A. Kelekolio, Rev. I. Kim, Rev. Y. Imanura, Mrs. Carlson, Miss H. Paoo, Mrs. E. Bartels, C. Tamura, Y. Fukumura, W. H. Sparling, C. C. Clark, A. Collie and wife, Geo. Gibb, R. P. Hose, Mrs. Merimoto and child, W. K. Notley, D. Sherwood, Miss M. Gray, M. Tamaye, W. R. Morgan, G. S. Raymond, K. Mitani and wife, Rev. Mori, Per P. M. S. S. Siberia, from San Francisco, via Hongkong and Japan ports. For Honolulu—Chong Wai Tong, Goo Sip, J. C. Muermann, J. A. Macaulay, Mrs. Macaulay, Mrs. F. A. Appleton, Mrs. F. A. Appleton, Mr. Chu Jund, Mr. F. D. Cloud, Mrs. F. D. Cloud, Master Donald Cloud, Mr. T. Dewhurst, Mr. B. F. MacKall, Mrs. B. F.

MacKall, Miss Katherine MacKall, Dr. C. R. Meding, M. D., Mrs. C. R. Meding, Mrs. M. B. Clinchen, Mr. C. S. Paget, Mr. Luis Pastor, Mr. Jack Ryan, Mr. S. S. Shank, Mrs. S. S. Shank, Master Lloyd Shank, Mr. R. Sykdsdorf, Mrs. R. Sykdsdorf, Miss Wang Jun Wha, Mrs. Whang Lee Shing, Mr. Whang Yih Oen, Mr. H. Fried, Mr. T. Horl, Capt. J. C. Schneider, Mrs. J. C. Schneider, Mr. L. Schuster, Mr. Aurel von Gaszner.

PASSENGERS DEPARTED

Per P. M. S. S. Siberia, for San Francisco, Dec. 24.—Ching Yee, Miss A. Brack, Miss N. Hutchins, Miss M. J. Reeside, Miss A. M. Patten, Edwin B. Temple, J. M. Baltuff, wife and daughter, J. M. Hiskey and wife, Capt. Duncan Elliot, J. A. Virtue, A. W. Eisen and wife, Mrs. W. A. Ryder, Ed. Dusenber, G. W. Armitage, B. B. Hickman, Mr. and Mrs. Willits, Jose Figueros, Miss M. McGregor, Miss M. Mackenzie, Mrs. Elias Mackenzie, A. Mackenzie.

MAILS

Mails are due from the following points as follows:
San Francisco—Persia, Dec. 28.
Victoria—Zealandia, Jan. 1.
Colonies—Ventura, Dec. 27.
Yokohama—China, Dec. 31.
Mails will depart for the following points as follows:
Yokohama—Persia, Dec. 28.
Vancouver—Marama, Dec. 31.
Colonies—Zealandia, Jan. 1.
San Francisco—Lurline, Dec. 24.

DOUGHBOYS TO SWIM

(Continued from Page 1)

and the submarine hike is bound to be full of thrills.

The events of the military field day schedule for December 27 are as follows:

Wall Scaling.
Three full squads from each company under a noncommissioned officer. Same rules and conditions to govern as in September meet. (See memo, these hq., Sept. 9, 1912.)

Company Tug-of-War.
Same rules and conditions to govern as in September meet. (See memo, these hq., Sept. 9, 1912.)

Company Delay Race.
Same rules and conditions to govern as in September meet. (See memo, these hq., Sept. 9, 1912.)

Shelter Tent Pitching.
Three full squads from each company under a noncommissioned officer. To start in line, tents to be pitched as in Infantry drill regulations. Ralls to consist of blanket, shelter half, poles and pins. Drill uniform. Time, 50 per cent; form, 50 per cent.

Bayonet Fencing.
Two contestants from each company. Company I to fence Company K; Company L to fence Company M. Contestants to be chosen by drawing. Winner of above to draw and fence in semi-finals; same in finals. Men of same company not to fence each other. Winner of a bout to be determined by man first obtaining a point.

Swimming Contest.
Three full squads from each company under a noncommissioned officer. To start in line on platform at deep end of tank and swim once across tank. Time to count when last man clears tank at shallow end. Field equipment without blanket rolls. Fencing rifles to be carried.

Baseball Game.
K and M Companies vs. I and L Companies.

CALIFORNIAN

(Continued from Page 1)

starting canneries. No doubt your sugar planters are worried about the prospect of reduction of the sugar tariff, but as one near to the administration I think there is no fear of any reduction below one cent a pound in the duty on sugar.

"With parties pretty evenly divided in the senate and many of the Democratic senators from the southern states opposed to the removal of protection from sugar, it is not likely that any reduction will be made which will cripple the sugar industry. As the Democratic party is pledged to reduce the tariff on all the necessities of life and on trust-controlled articles, there is no doubt that there will be a material reduction on everything that enters into the high cost of living which now prevails in the United States.

"There undoubtedly will be a big cut in the tariff on tin and tinsplate and, with a substantial reduction in the sugar tariff, this will undoubtedly assist the canning business, which is now quite a factor in the Hawaiian Islands, and with the increased methods of distribution will result in putting Hawaiian pineapples in all the markets of the world after the opening of the Panama canal, so that while the canned pineapple business will see a substantial increase in the next few years, it is assumed that the demand will also increase.

"The tremendous immigration that will come through the canal from European ports direct to the Pacific coast will result in solving many labor problems that now confront producing and manufacturing sections. It is estimated that the first three years of the opening of the canal will see about one million immigrants landed at Pacific coast ports. All the great steamship lines of Europe and the Atlantic coast are now making preparations for dockage facilities around San Francisco bay. These include the Cunard, the Hamburg-American and the Harrison—which this year took over 200,000 tons of cargo out of San Francisco—also the French lines, the Dutch lines—in fact we see steamship lines in every direction looking for dockage facilities on the Pacific.

"This will mean not only a tremen-

See Santa Claus' Picture

Made by special appointment of Santa with us so that Honolulu children may know just how he looks.

See his latest picture in our window.

R. W. Perkins
PHOTOGRAPHER

Honolulu Star-Bulletin

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City Transfer

(JAS. H. LOVE)

BY AUTHORITY

RESOLUTION No. 748.

Be It Resolved by the Board of Supervisors of the City and County of Honolulu, Territory of Hawaii, that the following sums, amounting to Thirty-Nine Hundred Dollars (\$3900.) be and the same is hereby appropriated out of the Road Tax Special Deposit Fund of the Treasury of the City and County of Honolulu against the District of Honolulu, for the following:

Item 1.—Asphalt Macadam, Maunakea street \$ 600.00
Item 2.—Repairs Various Roads, Kaimuki District 1,000.00
Item 3.—Repairs Nuuanu Avenue (Dowsett Co. property) 1,000.00
Item 4.—Repairs, King St. (from Nuuanu St. to Alakea St.) 1,300.00

Presented by H. E. MURRAY, Supervisor.

Honolulu, December 3, 1912.

I do hereby certify that the foregoing Resolution was duly presented to the Mayor on Friday, December 13, 1912, for his approval, and that he returned the same within ten days after being so presented to him, approving of items 1 and 3 and disapproving of items 2 and 4.

D. KALAUOKALANI, Jr., City and County Clerk.
5426—Dec. 24, 25, 27.